

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:52 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1226 Const Calendar Day: 799 Date: 12-Aug-2014 Tuesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature 7 AM****12 PM****4PM****Precipitation****Condition** overcast am, partly cloudy pmWorking Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the office on CCO 314.

There is no work in the field today on CCO 314. Setup of TR's 18 & 19 is ongoing. These 2 test rigs are currently at a snug tight load of about 0.10 Fu, with thermal variations from this load. VGO is periodically remotely monitoring the instrumentation (through data in the eDAQ) to look for data drift. The test rigs are scheduled to be taken to the first load step next week after an adequate amount of time looking for instrumentation drift has passed. ABF is working in the field at the Pier 7 warehouse area and the different crews on the jobsite are working different shifts, which include an 8-hour shift 0600 through 1430, a 10-hour shift 0600 through 1630, or a 12-hour shift 0600 through 1830. The non-CCO 314 operations elsewhere at the Pier 7 warehouse area are not covered by this diary.

Note that there is a power outage at Pier 7 affecting all trailers this afternoon starting at about 1500 and lasting about an hour and a half. VGO's trailer, wireless connection, and eDAQ get their power from the ABF trailer that is without power. The eDAQ has a battery backup, which provides backup power for a few hours but does not provide long term backup power for a longer duration power outage. The loss of power today only had the potential to affect data collection during the time period of the outage and does not affect the eDAQ or data upon restart when the power comes back on – there is no loss of data previously collected. This power outage is during a time period when VGO is monitoring the data for drift and it is not part of the formal test program (not at the first load step yet). Because the power outage duration is short enough to be bridged over by the battery backup power, there is no missing data from the duration of today's power outage.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the test rig work area. A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Of the 20 pieces, 16 are installed in test rigs and 4 are spare/extra k-rail.

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used. The crane mat and 12x12's quantities are as follows:

1 each 4'x20' crane mat (1 x 80 LF)

1 each 5'x19' crane mat (1 x 95 LF)



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2 each 5'x20' crane mats (2 x 100 LF)
2 each 5'x16' crane mat (2 x 80 LF)
~64 LF additional 12x12's
Total 12x12's quantity = 599 LF ~ 600 LF

The agreed extra work with ABF is as follows:

12x12 timber - 600 LF

See the attached Extra Work Order - Signed with ABF for CCO 314 work

CCO 376 PWS ANCHOR ROD TRIAL/DEMONSTRATION MACHINING:

Today between approximately 1330 and 1500, in the warehouse, there is a demonstration by In-Place Machining (IPM) of the equipment they have custom fabricated for machining the diaphragm plate where the PWS Anchor Rods are close to the edges of the holes in the plate. Representatives from CT-Construction, the DJV, CT-METS, and ABF are present.